

NATIONAL CAPITAL REGIONAL PLANNING COUNCIL
7013 Interior Building
Washington 25, D.C.

CIRCULAR MEMORANDUM No. 40

March 11, 1955

TO: Members, Alternates and Staff
FROM: Paul C. Watt, Director
SUBJECT: Location of a federal establishment in the Langley, Va. area.

A. General observations as to present status of this location in area plans.

The following information presents the planning concepts related to this area as developed in the Arlington Master Plan; the regional proposals of the 1950 Comprehensive Plan, prepared by the National Capital Planning Commission, which was coordinated with all of the jurisdictions in the region; and the pending Master Plan being prepared in Fairfax County.

Land use and zoning. -- The present land use and zoning practices being following in this area call for a low density development, with lot areas generally recommended to be at least one acre or more. This is supported by the existing land use which is predominantly the last remaining "small estate" type of land use this close in, within the metropolitan region. The existing zoning reflects this low density as well as a minimum amount of commercial development in the area.

Utilities. -- The proposals for future water and sewer service in this area were also dominant reasons for prescribing a low density. There is a sewage treatment plant being designed for the area at the present time, which is proposed to serve the area at the rate of approximately 10 persons to the acre. The present water service is being provided partly through ground water facilities and partly by service from the District of Columbia.

Highway and transit. -- The Highway Plan presently proposes the George Washington Memorial Parkway and the Fairfax No. 1 Expressway as the major radials serving this area, with the outer belt and intermediate belt expressways serving as the major circumferential distributors. These facilities are proposed to be of the highest standard. Virginia route Nos. 1, 2, 3, 193 and 309 are proposed as major highways by upgrading existing standards. None of these are proposed as controlled access facilities. The expressways and parkways would have probable priority of construction.

The present density concepts would not support a high type of mass transit service.

School, park and conservation program. — The immediate school needs are not evident under existing densities. Storm drainage and park considerations are dependent on open flood plains and conservation practices in the stream valleys, which are more easily adapted to a low density development.

B. Location of a major facility of the type proposed in this section of the region raises a number of questions relative to planning considerations that should be thoroughly discussed by the Council and staff prior to any recommendation.

Can we assume that the impact of such a proposal means a completely new planning concept for this area with the following results:

- (a) Higher density of population with possible zones for multiple-family use and minimum single-family lot areas.
- (b) A substantial increase in commercial zones for shopping centers.
- (c) A higher type sewage treatment as well as a much higher proposed service capacity.
- (d) Expanded water service from the District of Columbia system.
- (e) Changes in the highway and bridge plan, particularly as to timing and priority of projects.
- (f) Provision for adequate transit service.
- (g) Provision of school facilities at a faster rate.
- (h) Changes in state and local financing to meet the demand for necessary facilities.
- (i) Urban vulnerability requirements.

NATIONAL CAPITAL REGIONAL PLANNING COUNCIL
7013 Interior Building
Washington 25, D. C.

CIRCULAR MEMORANDUM NO. 43

April 1, 1955

TO: Members, Alternates, and Staff
FROM: Paul C. Watt, Director
SUBJECT: Report on relocation of the CIA in vicinity of Langley, Va.

The regional Council at a special meeting on March 11, 1955, received an oral presentation from representatives of the Central Intelligence Agency requesting that the Council submit a report and recommendations relating to this site.

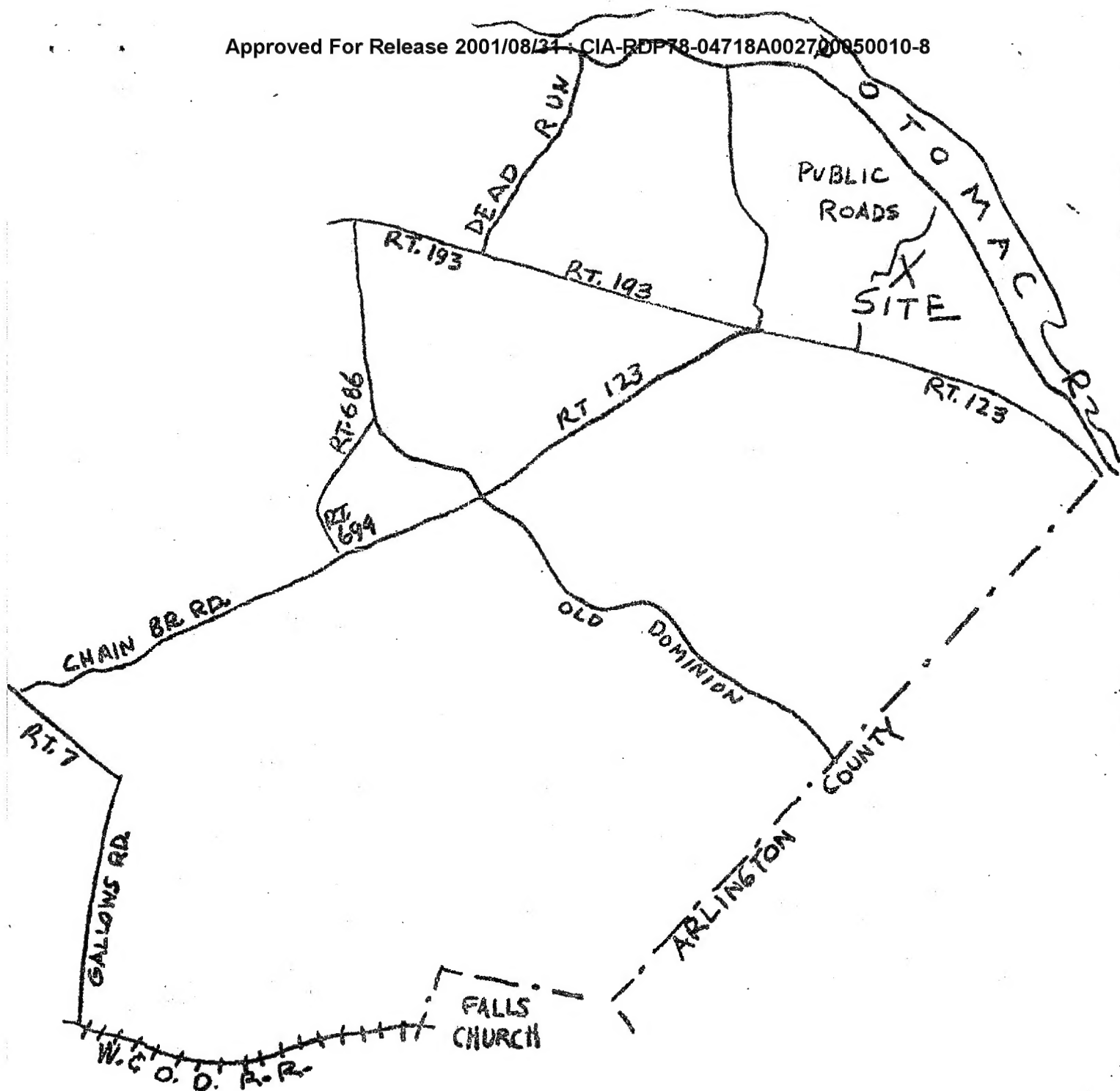
A three-man committee, consisting of Colonel Lane, Chairman, Mr. Wehrly, and Mr. Wells, was appointed to study the matter after consultation with the Fairfax Planning Commission and report to the Council.

On March 21, 1955, the Fairfax County Planning Commission adopted the following resolution:

RESOLVED, That the Central Intelligence Agency be invited to locate in Fairfax County, provided that the Federal Government furnish funds for necessary public facilities, such as water, sewers, and roads:

AND BE IT FURTHER RESOLVED, That it is the suggestion of this Commission to the National Capital Regional Planning Commission that the Council recommend that the Central Intelligence Agency and other federal agencies involved in this project work in cooperation with this commission in the planning of necessary public facilities.

Since the Fairfax resolution did not refer to a specific site, the attached report sets forth the data which have been collected relating to the planning considerations.



STATISTICAL AREA
EXISTING LAND USE DATA - PLATE 1

Site at Langley, Virginia

It is the intent of this report to set forth as nearly as can be determined in the time given the existing planning concepts related to this area, as well as effect of the impact of the proposed installation. This information was compiled with the assistance of the Fairfax Planning staff, the Arlington Planning staff, the Northern Virginia Regional Planning and Economic Development Commission, and the regional proposals of the Comprehensive Plan of the National Capital developed by the National Capital Planning Commission.

Existing Conditions

Land use and zoning.

The present land use and zoning practices being followed in this area call for a low density development, with lot areas generally recommended to be at least one acre. This is supported by the existing land use which is predominantly the last remaining "small estate" type of land use this close in, within the metropolitan area. The existing zoning reflects this low density as well as a minimum amount of commercial development in the area.

The recently completed Master Plan for Fairfax County, which has not been officially adopted, shows the following 1953 land use for a sector in the Langley area, which exemplifies existing conditions in the area.

This area is bounded by the Potomac River, Arlington County, Falls Church, Washington and Old Dominion Railway, Gollows Road, Chain Bridge Road, Route 694, Route 193, and Dead Run. The area contains 11,619 acres or about 4.5 percent of the county area, and 13,257 persons, which is about 10 percent of the county population. This is a density of 1.14 persons per acre. The land use is as follows (see Plate 1):

	<u>Acres</u>	<u>Percent</u>
Residence	1664.3	14.32
Business	7.5	0.07
Commercial	29.3	0.25
Industry	16.0	0.14
Public park	25.6	0.22
Public building	33.0	0.29
Semi-public building	82.5	0.71
Agriculture	2417.7	20.81
Estates	1479.3	12.73
Open land	740.2	6.37
Roads	537.2	4.62
Vacant land	1735.4	14.94
Wooded land	2850.5	24.53
	<u>11,619.53</u>	<u>100.00</u>

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Utilities.

The proposals for future water and sewer service in this area were also dominant reasons for prescribing low density development. There is a sewage treatment plant being designed for the area at the present time which is proposed to serve the area at the rate of approximately 10 persons to the acre. This is being financed by a revenue bond issue to be built by stages. The first stage of construction is proposed to serve 7000 persons with an ultimate 20,000 in the next 10 years.

The present water service is being provided partly through ground water facilities and partly by service from the District of Columbia. The lines from the District of Columbia cross the river at the Chain Bridge and are under the jurisdiction of Arlington County.

Highways, bridges and transit.

The Highway Plan presently proposes the George Washington Memorial Parkway and the Fairfax No. 1 Expressway as the major radials serving this area, with the outer belt and intermediate belt expressway serving as the major circumferential distributors. None of these facilities are in existence or under construction. The right-of-way is in the process of being acquired for the George Washington Memorial Parkway to the Arlington-Fairfax line from Spout Run, which is the present terminus of the existing parkway. These facilities are proposed to be constructed to the highest standards.

Virginia Routes 123, 193, and 309 are proposed to be major highways in this area by upgrading existing standards. They are presently narrow, winding roads with right-of-ways averaging about 40 feet. None of these are proposed to be limited access facilities. The expressways and parkways would have probable priority of construction.

Chain Bridge is the only existing bridge directly serving this area. This is a two-lane bridge with very limited capacity because of the alignment and design of the access roads at either bridge head. Cabin John Bridge is proposed as a part of the outer belt.

Present transit service is very poor in this area as the density is not great enough to support a high type of mass transit service.

School, park and conservation.

The immediate school needs are not evident under existing densities. Storm drainage and park consideration are dependant on open flood plain and conservation practices in the stream valleys, which are more easily adapted to a low density development. This practice

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is reflected in the plans of the Interstate Commission the Potomac River Basin and the National Capital Planning Commission which proposes that the Potomac River north of Key Bridge be preserved for boating and other such recreational use.

Assumed Impact of the Proposed Facility

On the Area in the Vicinity of Langley, Virginia

It is readily agreed that it is possible to locate this installation in the Langley area, provided that the elements of impact are clearly understood and the financial obligations are satisfactorily reached. In order to derive reasonable factors relating the impact of such a facility based primarily on planning considerations, it is necessary to make a number of basic assumptions. A great many of the factors of impact that will follow were prepared by the Fairfax County planning staff for presentation to their Planning Commission and the Council subcommittee. These factors were based on the wealth of data compiled for the recently completed Master Plan for the county and from the economic studies of Homer Hoyt, prepared for the county. The basic assumption to keep in mind in reading the following data is that in figuring population growth related to this project the ratio of 1.4 service workers to each basic worker was used which was determined in the Hoyt studies. Adjustments were made also in determining the total population based on the number of families now working for the agency in its present location and living in Fairfax County being subtracted from the assumed total of anticipated population as a result of the facility. It is assumed that 10 percent of the present agency employees now live in Fairfax County. The Hoyt figure of 3.66 persons per family was used.

It should also be pointed out that the facts presented by the Fairfax staff as related to the Fairfax Planning Commission resolution were based only on a site in Fairfax County and not specifically for the Langley site. However, they would apply to it as well as any other site except that local condition of individual sites is not reflected. Fairfax staff data will be noted with double asterisks.

The Arlington County planning staff and the Northern Virginia Regional Planning and Economic Development Commission have also contributed pertinent information, which will be noted.

Economics.

In the short time given to study this problem, it has not been possible to do a detailed analysis of the economic factors so that the data will be of necessity rather general.

The major impact factor relative to the economic base will be the installation itself, which is understood would be built by direct appropriation with no expected payment to the tax base. Unless written agreements

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are drawn up there is no assurance of any payments in lieu of taxes, which would mean that necessary capital improvements would have to be adjusted to the existing tax base and bonding power of the county which would be reflected in everyone's taxes. Careful study would have to be made to determine the effect of this impact but it is evident that it could have a great effect on the financial base of the county.

Planning is justified to a great extent upon the fact that by developing it on a sound economic base a stability is attained which is reflected in the land development. Sudden revisions to these basic planning concepts can effect property values and the very protection the residents feel that they are getting through long-range planning.

Population.

The Fairfax staff in applying their assumed factors have determined that the location of this facility in the county would bring a resultant total population of 35,000 by 1965. This figure includes basic and service workers and their families and assumes that by 1965 that 60 percent of the employees of the agency would be living in the county. When the 10 percent which are assumed to be presently living in the county are subtracted a new population of 22,700 is assumed for 1965.*

Since the Fairfax staff did not single out a specific site, the area described in the existing land use section (see Plate 1) can be analyzed to compare the possible impact of this facility on the Langley area. That area, previously described, now contains 13,257 in an area of 11,619 acres, with 1.14 persons per acre. Existing plans assume a 1960 population in that same area of approximately 21,800 persons or 1.80 persons per acre. If the resultant population forecast by the Fairfax staff for the county were to be applied in this area even on the conservative basis of 50 percent of the total going into this area, a population of approximately 21,607, or nearly double, would be in this same area by 1965.

Land use and zoning.

Determination of the impact of the proposed agency upon the land use and zoning practices would be dependent to a great extent upon the ability of the local planning agency and the county governing body to maintain reasonable control of land development. Past experience in similar circumstances indicate that this is demanding an almost impossible task of these citizen bodies in view of the normal land speculation that follows, as well as the normal day-to-day problems facing such organizations.

The resultant population increase will necessitate complete revision of the land use and zoning concepts now recommended in existing and proposed plans for this area. The existing land use statistics for the area shown on

* Fairfax staff data.

2/ 1960 Estimated Population Distribution, National Capital Region --

NCP Comprehensive Plan.

Plate 1 indicate extremely low densities with a minimum of commercial uses. There are practically no existing or proposed multi-family uses.

The impact of such a proposed installation would require revision, often detailed study, to allow a greater area for medium to low density, single-family lots, possibly some duplex and multi-family areas, and a proportionate increase in commercial and industrial land use. There would be pressure on the planning and governing bodies to probably go beyond what they might feel is reasonable in view of assumed population growth and capital improvement costs.

Utilities.

The existing and proposed plans for the land use and zoning in the vicinity of Langley were based on present and future public utility service. The existing low density concept with a high percentage of large acreages with ground facilities, both sewer and water, have maintained low service standards. The impact of the proposed installation upon these utilities would be felt almost immediately.

Sewers. - At the present time a sewage treatment plant has been authorized by the Water Control Board in Richmond for the Plumb Run Valley. This plant will be financed by revenue bonds. The plant is proposed for stage construction over a 10-year period. The first stage, which has been authorized, will provide service for 7500 persons. At final completion the plant will service 20,000 persons.

The Fairfax population estimate assumes that 22,700 persons would result from this installation. If the 50 percent figure is again applied to this area, the first stage construction will immediately be over capacity. In fact, the ultimate 10-year project would virtually be at practical capacity. In view of this it would be necessary to provide a larger plant at once. This would invalidate the existing bond issue and require upwards of a year or so to vote a new project, providing it would carry. Doubt has also been raised whether the State Water Control Board would approve a larger plant on this site.

The Northern Virginia Regional Planning and Economic Development Commission reports that Mr. A. H. Paessler, Executive Secretary of the Water Control Board confirmed this by stating that a larger plant would have to be located downstream near the confluence with the Potomac River, which is however below the Little Falls intake. The U. S. Corps of Engineers have stated they will not allow 100 percent treated sewage to enter the Potomac River above the proposed Little Falls Pumping Station. This might ultimately mean a trunk line down to Arlington, Alexandria, or Blue Plains at considerable cost to serve future private development in areas above Little Falls.

Water. - Existing land use plans on both sides of the Potomac above the Little Falls water intake reflect low density development to protect the long range water supply for the region.

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Present water service in the Langley area is provided by ground water facilities and from the Falls Church supply which is received from Arlington County, who in turn purchase it from the Washington Aqueduct. This supply presently crosses the river at Chain Bridge. Water supply would be affected immediately by installation in the Langley area, but would not be a problem after two or three years as both Arlington and Falls Church are working on plans for new lines across the river. The initial impact could be quite serious however, as Arlington County purchases the supply from the Washington Aqueduct and sells the surplus to Falls Church and Fairfax.

Highways, bridges, and transit

Highways and bridges. - The existing highway and bridge plans for this area would not have to be revised. However, all indications are that most of the proposed projects should be completed immediately if the installation is to be adequately served. The agency has stated that the George Washington Memorial Parkway should be completed and Virginia Routes 123 and 193 should be improved to the site before the installation is completed.

The George Washington Memorial Parkway is now completed to Spout Run in Arlington County. Funds are available to purchase the remaining rights-of-way to the Public Roads property. However, it should be noted that in view of the publicity relating to this installation there is serious doubt that the funds now available would be sufficient because of probable speculative raises in land values.

Route 123 is proposed to be eventually a four-lane divided highway in place of the existing two-lane facility on a 40-foot right-of-way. A representative of the Virginia Department of Highways advised the Northern Virginia Regional Planning and Economic Development Commission that this improvement is not scheduled to be made for a number of years. One source reports this to be within 10 years. The Highway Department officials indicated that improvements in this area are set up on a priority basis and that money cannot be diverted from other desperately needed projects, such as Seven Corners and Bailey's Crossroads.

Arlington County has expressed concern as to whether the present plans for both the parkway and Route 123 are adequate to provide needed capacity. They are both proposed to be four-lane facilities. Independent studies by their planning staff have shown a possible need for six-lane facilities in both cases, particularly because both facilities join at Chain Bridge, which is a narrow two-lane bridge, with poor access at both the Virginia and District of Columbia bridgehead.

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The improvement of these facilities has heretofore been planned by stage construction over a period of years. This installation would require immediate construction at very considerable cost.

This installation would also require the construction of a river crossing at Cabin John concurrent with the Virginia section of the outer belt, to at least Route 7, much sooner than existing plans now propose.

Transit. - There has been very little need for concentrated transit service in this area under existing plans, because of the existing low density. The impact of the proposed installation would require an integrated transit system which would be basically dependent upon the provision of adequate highway facilities in the area. This service would only come as the tributary population moved in to make it economical.

Schools

The Fairfax staff has estimated that the location of an installation of the type proposed would mean an additional 4,300 pupils in the county by 1965. This is based on the 22,700 increase in population. This would require, under prescribed standards, five new elementary schools and one new high school. This area has provided adequate school facilities under existing plans because of the low density development which, of course, required only minimum public facilities.

Parks and recreation

Considerably more park and recreational areas would be required as a result of the proposed relocation. It is estimated that better than four times the existing area for parks and recreation would be necessary based on present standards. This would require prompt action by the County and the State of Virginia to begin acquiring land in the stream valleys under the provisions of the Capper-Crampton Act.

The Interstate Commission on the Potomac River Basin, the National Capital Planning Commission and the U. S. Corps of Engineers have recommended that the Potomac River be preserved as a recreational area for boating and picnicing from the Key Bridge north.

Costs

There has not been sufficient time in which to prepare detailed cost estimates related to the required initial capital improvements. It is quite obvious, by the fact that most of the needs shown have heretofore been planned to be provided gradually on a priority basis, that the immediate costs are going to be exceedingly high over a relatively short period of time. A detailed cost estimate should be carefully analyzed as to the total involved and as to the amount each governmental body - - County, State, and Federal - - would have to provide.

Comparison related to existing outlying installations

The fact that it was necessary to prepare the preceding data as quickly as possible made it difficult to prepare adequate factual data relating to existing outlying agencies. It would have been very helpful to have complete data comparing before and after conditions at the Bureau of the Census at Suitland, the Army Map Service below Glen Echo, and the National Institutes of Health and Naval Hospital at Bethesda.

Each of these projects were developed without benefit of the prescribed procedures now being followed related to the planning agencies. There have been great changes in each area pertaining to the land use pattern, the population density, highway improvements, and utility requirements. Unfortunately, there is not sufficient data available to relate the impact in terms of the immediate effect on the tax base and the proportionate payments for facilities by the local government and the Federal Government.

Additional information should also be developed pertaining to the building of the Pentagon in Virginia. The Federal Government in that case, through the Lanham Act, made certain payments to Arlington County for public facilities and, of course, constructed the road network, including the Shirley Highway to the Arlington-Fairfax line.

Conclusions and Recommendations

It is hoped that the preceding data, prepared jointly through the efforts of the planning staff at Fairfax County, Arlington County, Northern Virginia Regional Planning and Economic Development Commission, and the Regional Council, has been helpful in setting forth the planning considerations which should be studied before reaching a decision on this problem. There was not sufficient time to present all of the information desired. However, it would appear in this case that any planning agency would be negligent if it did not state the ramifications of such a project related to the planning considerations for the benefit of both the Federal agency and the affected jurisdictions.

The data in this report objectively represent the assumed impact the proposed project would have upon the Langley area as nearly as it can be determined. Analysis of this information indicates that the initial impact in this area would be quite great and probably much greater than in other parts of the county where existing conditions could be more readily adjusted.

As your Director, I would like to submit the following recommendations, based on a study of the facts presented:

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The Council has been orally requested to submit a report on the Langley site. The Fairfax Planning Commission action did not refer to a specific site in the county.

- (a) I recommend that careful, considered study be given to the proposal to relocate the Central Intelligence Agency at Langley, Virginia, on the basis that from the information presented relating to the planning aspect it would be seemingly impractical in view of the immediate capital improvements needed within a two to three-year period.

I certainly agree that it would be possible to locate this installation in the Langley area if money is no object; however, there have been no commitments made to indicate how all of the necessary improvements would be financed.

- (b) I recommend that the Council in its report on this matter to the National Capital Planning Commission request them to notify the proper federal agency of the need for establishing criteria to be followed in terms of application procedure, timing, proportionate costs to be borne by agencies involved, and basic data needed from the agency applying.

It is evident that the Council and other agencies affected must have more time to consider future projects of this type.

If there are to be more projects of this type following existing procedures, a "package unit" where all of the responsibilities are clearly stated would be desirable even though this would require new legislation.

- (c) I recommend that the Council offer its assistance to the Central Intelligence Agency in studying other sites, should they so desire.
- (d) I recommend that the Regional Council recommend in its report to the National Capital Planning Commission that the Central Intelligence Agency and other Federal agencies involved in this project work with the local planning commission in the planning of necessary public facilities.

Paul C. Watt
Director

March 31, 1955

COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX
FAIRFAX, VIRGINIA

Office of
Planning Commission

November 23, 1955

Mr. Max S. Wehrly, Chairman
National Capital Regional Planning Council
7013 Interior Building
Washington, D. C.

Re: Central Intelligence Agency

Dear Mr. Wehrly:

The Fairfax County Planning Commission discussed the subject matter of your letter of November 17 at its meeting of November 21, 1955.

I have been directed to notify you that this Commission at this meeting by majority vote passed a resolution declaring itself in favor of the Langley site as the location for the Central Intelligence Agency.

Yours very truly,

FAIRFAX COUNTY PLANNING COMMISSION

By /s/ H. F. Schumann, Jr.
H. F. Schumann, Jr.,
Director of Planning.

HHS:kl

cc: Mr. Keith Price
Mr. C. C. Massey

COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX
FAIRFAX, VIRGINIA
November 28, 1955

Office of
Planning Commission

Mr. Max Wehrly, Chairman
National Capital Regional Planning Council
7013 Interior Building
Washington, D. C.

Dear Sir:

We, the undersigned members of the Fairfax County Planning Commission, have studied the report of Clarke and Rapuano advocating the location of the new CIA headquarters on the 749.5-acre Federal property at Langley, and wish to make the following comments:

- 1) The statement is correct that the County of Fairfax has assured the CIA it will install adequate sewage facilities to serve the Agency within a period of two years. The County is amply able to fulfill this commitment from proceeds of a recent \$20-million sewer bond issue.
- 2) We have confirmed the fact that the City of Falls Church has committed itself to supply an adequate water supply to the site, and that it has both the facilities and the financial ability to do so. At the present time Falls Church is having a 36" supply main installed in the new Little Falls Dam, almost adjacent to the proposed CIA site, and has already paid the Army Engineers for such installation. This will be a direct connection with Dalecarlia Reservoir, and is in addition to its present connection thereto through the Arlington County mains on Chain Bridge.
- 3) The statement is correct that the Department of Highways of the State of Virginia has committed itself to improve State Road No. 123 from its present 2-lanes to a divided 4-lane highway from Langley fork to its crossing of the extension of the George Washington Memorial Parkway.
- 4) We understand that the Congress of the United States has authorized \$8,500,000 for the extension of the George Washington Memorial Parkway from its present terminus at Spout Run, above Key Bridge, to the Langley site if CIA locates there, and has actually appropriated the initial \$2,500,000 for this purpose.

Mr. Max Wehrly
National Capital Regional Planning Council

5) We have confirmed the fact that the County of Fairfax has committed itself to the sum of \$210,000 as its one-fourth share of the cost of acquiring rights-of-way for said Parkway extension within this County, and that the Virginia Department of Highways has committed itself for its matching share. We consider the total of \$440,000 for this purpose, including Federal matching funds, to be ample to acquire such rights-of-way from the Arlington line to the proposed site of the Cabin John Bridge, near Dead Run.

6) Your attention is called to the statement contained in the Clarke and Rapano report that these improvements will adequately care for the anticipated traffic needs of CIA at the Langley site.

We wish to call your attention, however, to additional traffic improvements which appear to be in prospect, and which will increase greatly the above service to the Langley site:

The Outer Belt Freeway, which is to circle the District of Columbia, will cross the Potomac on Cabin John Bridge, within a few thousand feet of the Langley site of CIA. This entire Freeway has, within the past two months, been taken into the Interstate System of Highways, making it subject to 60% participating Federal funds. Under the Federal Highway Bill which is expected to pass at the impending session of Congress, we understand this Federal participation will be increased to approximately 90%.

In addition, we are informed that funds have already been appropriated to extend and grade Canal Road from Chain Bridge to the proposed site of the Cabin John Bridge, this extension to be a part of the George Washington Memorial Parkway on the Maryland side of the Potomac.

Two traffic lanes are also to be added to Key Bridge, with a northbound connection there from to the Memorial Parkway at Rosslyn. This will greatly aid traffic from northwest Washington toward the Langley site. The proposed Roosevelt Island Bridge, also connecting with the Memorial Parkway, will be an additional service for Langley-bound traffic.

In addition to the above existing, or immediately impending, highway facilities serving the Langley site, there is under discussion the replacement of the existing Cabin John street-car tracks and their replacement by a highway to the Cabin John Bridge site, which would also become a high-level lane

Mr. Max Wehrly
National Capital Regional Planning Council

of the George Washington Memorial Parkway. In connection with this, there is also under discussion a proposal to double-deck Chain Bridge, the upper deck to connect with such Parkway lane.

We have conferred with the proper officials of the Chesapeake & Potomac Telephone Company of Virginia, and of the Virginia Electric & Power Company, and have been told by both that they have assured CIA of adequate telephone and electric service at the Langley site.

WE ARE THEREFORE CONVINCED THAT COMPLETELY ADEQUATE SEWAGE, WATER, TELEPHONE, ELECTRIC AND HIGHWAY FACILITIES ARE ASSURED TO CIA IF IT LOCATES AT LANGLEY, AND THAT EVEN MORE HIGHWAY FACILITIES ARE IN EARLY PROSPECT.

CONVENIENCE TO EMPLOYEES

We agree with the Clarke and Rapuno report's statement that "In the circumstances, we doubt whether more than a very few of the CIA employees will find it necessary to change their places of residence by reason of the location of the Headquarters at Langley; this site, we believe, is the most convenient to the largest number."

A study of the highway map contained in the Clarke and Rapuno report, in conjunction with the employee-distribution map, can leave no doubt of the desirability of the Langley site from the viewpoint of the employees of CIA.

We consider the ability of CIA employees to retain their present residences if the Agency is located at Langley to be of extreme importance. It gives assurance that the areas in which they now live will not be damaged by their sudden departure, and that the Langley-Moleen area will not be unduly burdened by the sudden influx of thousands of new families. The natural growth expected in the Langley-Moleen area as a result of the completion therein of the community's \$2-million sewage system next year, and the great extension of water mains by the City of Falls Church, can easily absorb such CIA employees as may desire to move there. The recent completion of a new elementary and a high school at Moleen and the passage of a \$20-million school bond issue for additional school construction in Fairfax County on November 8, assures adequate school facilities.

Mr. Max Wehrly
National Capital Regional Planning Council

EFFECT ON AREA

We agree with the statement in the Clarke and Rapuano report that there "is no reason for concern on the part of those who predict that any governmental development is bound to result, in large areas being given over to small lots with accompanying commercial developments," and that if the Fairfax County zoning authorities take their task seriously and uphold the zoning scheme (Master Plan) as at present planned, "then there need be no cause for concern."

The recently elected new Supervisor from Dranesville District, which includes the Langley-Moalem area, gave repeated assurances during the campaign that he favored the adoption of the Master Plan, and would maintain strict zoning in the area if elected.

In a "Letter to the Editor" published in a local newspaper on September 16 last, he said, "As you know, I am not opposed to the CIA's locating here. The voters of Dranesville District may rest assured that I will hold the line for strict and rigid zoning."

At a public meeting of the Moalem Citizens Association on Monday, November 21, he told those present that he had conferred with most of the other newly-elected members of the Board of Supervisors, and could assure them that the Master Plan would be adopted, and that strict zoning would be maintained.

We further agree with the Clarke and Rapuano statement that impact of the Agency on the locality will be lessened by the fact that 69% of its employees living north of the Potomac, as well as many of the 31% who live in Virginia, will reach the site via the Memorial Parkway along the river - and will thus have little contact with the area.

The further fact that the CIA buildings will occupy only a small part of the Federally-owned 749.5-acre tract, and that they will be surrounded by a wide belt of woodland, and thus not be visible from outside areas bordering the property - together with the statement of CIA Director Allen Dulles that the installation will consist of a number of college-type buildings, each surrounded by trees and each with its individual parking facilities - not only gives further assurance that the Agency will not damage the area, but rather, as the Clarke and Rapuano report says, "cannot help but become a distinct asset to the County."

Mr. Max Wehrly
National Capital Regional Planning Council

LOCAL ATTITUDE TOWARD CIA

Though there has been a small and vociferous local group of residents opposed to the location of CIA at Langley, it is apparent to us that the great majority favor it. In the large area between Langley and the Arlington line, between Pimmit Run and the Potomac - which our Planning Director has designated as the only area directly affected by the move - that residents owning over 80% of the land signed a statement that they did not object to CIA. (See attached map).

The opponents of CIA, over a period of several months, circulated a petition asking that the Master Plan be adopted in the area, that the Bureau of Public Roads land at Langley be used for park purposes, and that no large Federal Agency be located on that site. They finally presented to the National Capital Planning Commission the petition containing approximately 700 names - which, considering that both members of families and all children over 18 years signed it, doubtless represented only some 400 families at most. Those favoring CIA, presented a petition with some 2600 names from the same area after only one month's solicitation. Both candidates for Dranesville Supervisor in the recent election signed this latter petition, and the wife of the successful candidate helped circulate it.

WINKLER TRACT DEFECTS

We agree with the Clarke and Rapuano conclusion that the Winkler tract, in an area on Shirley Highway recently annexed from Fairfax County by Alexandria, is unsuitable for the CIA headquarters.

The November 25 issue of a County newspaper quoted a life-long resident of Alexandria, and leading political figure, as stating the Winkler tract was "a swamp. I grazed cattle on it for years, and had to put on hip boots before going to get them". This confirms the Clarke and Rapuano report that the land is "too low in relation to the Shirley Highway and to the surrounding area" to be suitable.

The architect for the proposed CIA headquarters added, at the NCPC hearing on November 15, that it was located on a gravel bed, and any large structure would require a floating foundation.

Mr. Max Wehrly
National Capital Regional Planning Council

Statistics of the Virginia Department of Highways confirm the statement in the Clarke and Rapuano report that traffic on the Shirley Memorial Highway, which serves the Winkler tract, "has now reached its capacity, particularly from a point north of the Parkfairfax Interchange to the Potomac River crossings." Your attention is called to the statement in the report that "even after it is widened to six lanes as far south as King Street, it will still be inadequate to accommodate the concentrated peak load that would result from the more than 3000 automobiles of the CIA headquarters staff during the morning and evening hours."

We wish, however, to call attention to further demands on Shirley highway which have not heretofore been considered. A vast development of new homes is now underway at Springfield, not far south of the Winkler tract, and many more such developments are now underway or contemplated. Over 2000 homes have been built during the past year, and more than 3000 more are in the construction or planning stage. This will add tremendously to the Shirley Highway traffic.

Also the fact should not be lost sight of that a large Federal airport is being contemplated at Burke, traffic for which would use the Shirley Highway beyond the Winkler tract. Though this project is being strongly protested by local residents, the Government has already acquired over 1000 acres of the proposed 4000-acre site, and there is a strong likelihood that the airport will eventually become a reality. If so, the airport traffic, added to that existing, plus additional from the thousands of homes under construction or contemplated, would make the Shirley Highway a nightmare if CIA traffic were added to it.

We further feel that the difficulties which would be encountered by the 69% of CIA employees living north of the Potomac in reaching the Winkler tract, would shortly result in a large percentage of them being forced to move to the area, thus greatly overburdening the schools and other public facilities, as well as harming the areas from which they moved.

November 28, 1955

Mr. Max Wehrly
National Capital Regional Planning Council

In view of the above analysis, we agree wholeheartedly with the Clarke and Rapuano conclusion that "the site at Langley is, in our opinion, the best possible site we know to be available which meets the established criteria. We unhesitatingly recommend it."

Very truly yours,

/s/ Keith Price
Keith Price, Chairman

/s/ J. W. Brookfield
J. W. Brookfield, Vice-Chairman

/s/ Joseph P. Baker
Joseph P. Baker

/s/ O. V. Carper
O. V. Carper

/s/ Austin E. Hollway
Austin E. Hollway

/s/ George Landrith
George Landrith

/s/ A. Slater Leonard
A. Slater Leonard

/s/ John W. Rust
John W. Rust

/s/ Gilbert Thompson
Col. Gilbert Thompson

THE MARYLAND - NATIONAL CAPITAL PARK AND PLANNING COMMISSION

November 28, 1955

Mr. Max S. Wehrly, Chairman
National Capital Regional Planning Council
Room 7013
Interior Building
Washington 25, D. C.

Dear Mr. Wehrly:

Thank you very much for your letter of November 17th requesting this Commission's opinion and recommendation on the Clarke and Rapuano report recommending the Langley site for the Central Intelligence Agency.

After reviewing the consultants' report, it is the considered opinion of this Commission that the reasoning leading to their favoring the Langley site is faulty and incomplete. The unsuitability of the Langley site, in view of the almost complete inadequacy of access roads, sewage and water supply, and bridge crossings is glaringly apparent, and it has yet to be proved conclusively that the Greenbelt site should be eliminated as a possible location from the time-distance viewpoint. In view of the major highway and bridge improvements which would be required if the Langley site were eventually agreed upon, the cost of the District of Columbia improvements connecting the Federal triangle with the terminus of the Baltimore-Washington Parkway seems very minor indeed. It should also be remembered that the District of Columbia improvements to the Baltimore-Washington Parkway approaches would be of mutual benefit, not only to the CIA but also other Federal and State agencies as well as the tax-paying public.

The Clarke and Rapuano report places great emphasis on two considerations: security and dignity of setting. We believe that the Maryland site would fulfill both of these requirements to the fullest degree and might, in fact, provide greater security due to the size and relative isolation of the Greenbelt tract.

In conclusion, we believe that very careful further scrutiny of the CIA choice at Langley should be made by the National Capital Regional Planning Council in view of the above factors and that, if the Langley site should be ultimately recommended, there be included in its recommendation to the National Capital Planning Commission an appropriation for adequate funds for the extension of the George Washington Memorial Parkway along the Virginia shore to the Cabin John bridge crossing as well as funds for the proposed Cabin John bridge itself.

Sincerely yours,

/s/ Carlton E. Pyles
Carlton E. Pyles
Chairman

"Home Town of George Washington and Robert E. Lee"

CITY OF ALEXANDRIA
VIRGINIA

November 23, 1955

Mr. Max S. Wehrly, Chairman
National Capital Regional Planning Council
Department of the Interior
Washington 25, D. C.

Dear Mr. Wehrly:

This is in answer to your request that the legislative and planning bodies of the City of Alexandria, Virginia, review a "Report on the Proposed Location for a New Headquarters for the Central Intelligence Agency."

In reviewing the report we were asked to note the effects its recommendations would have on the City of Alexandria and to give particular attention to the accuracy of statements of fact as they may affect the City of Alexandria.

The effects of the recommendations of the report would be to locate the CIA Headquarters Building at Langley. This is clearly spelled out on page 16 of the report, where the consultants for CIA stated, in speaking of the Alexandria site, "We could not possibly recommend this site for one of the Nation's most important enterprises in these critical times in the history of the world." On page 17 they further stated, "The fact remains that the site at Langley is, in our opinion, the best possible site we know to be available which meets the established criteria."

The City of Alexandria strongly disagrees with these recommendations and statements. The CIA established the following criteria based upon its experience since established by Congress in 1947:

1. It was determined that the new headquarters of the Agency should be within a radius of ten miles and within 20 minutes by automobile from the Zero Milestone in the City of Washington.
2. It was determined that the size of the building and the number of automobiles to be parked in its immediate vicinity would require an area of not less than 100 acres.
3. It was determined that 2,300,000 sq.ft. of building floor space will be required and that it will be necessary to provide space to park approximately 4,000 automobiles and adequate means for ingress and egress for automotive traffic.

4. It was stressed that the site should lend itself to ease in carrying out the security measures that are imperative.
5. It was emphasized that the new Headquarters should have ease of communication by road to the White House, to the Pentagon, and to the offices of the Department of State.

In applying this criteria, the consultants for CIA narrowed their considerations of the 27 sites down to 2 sites: the one near Langley, Virginia, and the other known as the Winkler site, situated in the City of Alexandria, Virginia, along the Shirley Highway approximately 1 mile southwest of Seminary Road. In order to properly evaluate the two sites the consultants established additional criteria, as follows:

1. Physical characteristics of the site.
2. The location of residences of staff members.
3. The ease with which the majority of employees may reach the site.
4. The impact of the CIA development on adjacent properties.
5. Adequacy of utilities.
6. Road network.

There is no doubt that the Alexandria site meets all of the criteria outlined by the CIA. When we applied the criteria of the consultants to the Alexandria site we found that the Alexandria site far exceeds the Langley site.

1. PHYSICAL CHARACTERISTICS OF THE SITE

The Langley site was described as varying in elevation from 185 to 280 feet above mean sea level. The terrain is rolling and the differences of elevation within the area may be utilized by the architects in the development of the site so as to take full advantage of the slopes. The Alexandria site varies in elevation from 85 feet to 250 feet above mean sea level. Its terrain likewise is rolling and is surrounded by a wide belt of forest land which would aid in providing the desired security.

2. THE LOCATION OF RESIDENCES OF STAFF MEMBERS

The report stated that "One of the most important factors that merits especially careful consideration is the relationship between the places of residence of the employees of the C.I.A. and the proposed headquarters site." "We understand that 50% of all the employees are married and that 25% of these married employees own their own homes." The number of employees has been oft quoted as 10,000. Fifty per cent of this figure would indicate that 5,000 of the employees are married and 25% of

Mr. Max S. Wehrly

- 3 -

November 28, 1955

that 5,000 would indicate 1250 employees owning their own homes. The report suggests, therefore, that 8,750 employees have not yet fixed upon a place of residence until the final headquarters location can be determined. No information was provided as to the location of the home owners. Recent studies by Professor Lorin Thompson of the University of Virginia disclosed that there is still a large migration of Federal workers from within the City of Washington, D. C., to the suburban districts of the Metropolitan Area. This trend is concurred in by the consultants, who state on page 13 of their report, "It is natural that certain employees, who may find this new site inconvenient for them, may wish to move closer to the site" Therefore, the statement of the consultants that the location of residences of staff members is "one of the most important factors" does not have the relative importance implied.

3. THE EASE WITH WHICH THE MAJORITY OF EMPLOYEES MAY REACH THE SITE

Private automobiles were considered to be the most important means of transportation and hence the only one that was given particular attention in the report. Inadvertently, in this study, the report failed to mention the proposed Jones Point Bridge, for which the sum of \$600,000.00 has already been appropriated by Congress for engineering plans and studies. With this bridge, the widening of Shirley Highway, and the design of egress and ingress to the Alexandria site by a competent highway engineer, we feel that, traffic-wise, the Alexandria site will be far superior to the Langley site and with virtually no expenditure of Federal funds.

4. THE IMPACT OF THE CIA DEVELOPMENT ON ADJACENT PROPERTIES

The report infers that the impact of CIA Headquarters will not be detrimental to the surrounding areas in Fairfax County. Knowing that the present zoning of the adjacent properties at Langley calls for low density, residential, semi-estate, development, the statement of the consultants is incomprehensible. The Alexandria site has been zoned for high density residential development and commercial development since Annexation, and as early as 1948 was seriously considered as the location for the Social Security Agency. Consequently, since that date, all utilities and road nets have been designed to accommodate a building or development the size of the CIA Headquarters.

5. ADEQUACY OF UTILITIES

In reviewing the adequacy of utilities we must compliment the consultants for their following factual and objective statements:

WATER SUPPLY

Alexandria site

"Available and proposed supplies would appear to be more than ample to meet the C.I.A. project and adjacent properties."

Langley site

"Water for the Langley site will be furnished by the City of Falls Church" and would require a special connection to be planned."

Mr. Max S. Wehrly

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November 28, 1955

SANITARY SEWERS AND SEWAGE DISPOSAL

Alexandria site

"These facilities are also being constructed to meet the expected needs of the year 2000."

Langley site

"There is no existing public sewage disposal facility available at the Langley site at this time."

TELEPHONE

Alexandria site

"Our studies indicated that the Chesapeake and Potomac Telephone Company is now completing a new exchange building in the area of the Winkler tract."

Langley site

"The existing facilities in the vicinity of the Langley site are of a minor nature."

ELECTRIC LIGHT AND POWER

Alexandria site

The Virginia Electric and Power Company maintains a 22 KV line across the Winkler site with sub-stations located at Shirley - Duke Apartments and Bailey's Crossroads.

Langley site

"The Langley site has no existing transmission lines in the immediate vicinity."

6. ROAD NETWORKS

The report states that if monies in excess of \$50 million are spent in the neighborhood of the Langley site to improve roads, then, that site would be almost as good as the Shirley Highway site in Alexandria. The Federal Government has been guaranteed by the City of Alexandria it will not have to spend any monies for any road net purposes. Again, we feel that a competent highway engineer can design adequate means of egress and ingress at either site to provide for the moving of 4,000 vehicles.

SUMMARY:

We note that the report was prepared by "consulting engineers and landscape architects." This would explain the emphasis placed on terrain appreciation studies. We, too, feel that the proximity of the Langley site to the Potomac River affords a choice location, but impractical from a utilitarian viewpoint. The availability of existing services, the presence of the Holmes Run Parkway and the saving to the Federal Government of 50 to 100 million dollars outweighs this aesthetic criteria to such an extent as to eliminate the Langley site from any consideration.

Mr. Max S. Wehrly

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November 23, 1955

We feel that a statement made by the architect for the CIA at a public hearing before the Joint Meeting of the National Capital Planning Commission and the National Capital Regional Planning Council concerning soil bearing capacity at the Alexandria site should be rebutted. Recently soil borings taken on the site disclosed a strata of clay-gravel, 17 to 25 feet in depth, thence a strata of fractured rock, 4 to 5 feet in depth, lying on solid ledge rock. It should be clear to any architect or engineer that the Alexandria site offers excellent foundations for any large building. If the "campus-like" grouping of smaller buildings is carried out, then, even were the statements made by the architect correct, there would be no problem at the Alexandria site.

We again wish to thank the CIA and its consultants in preparing an excellent case for the Alexandria Tract and can only reiterate, "Alexandria likes the CIA, Alexandria wants the CIA."

Respectfully,

/s/ Ira F. Willard
Ira F. Willard
City Manager

For:

City Council of Alexandria, Virginia
and the
Alexandria City Planning Commission

IFW/DHC/ra

MONTGOMERY COUNTY, MARYLAND
Court House
Rockville, Maryland

November 25, 1955

Mr. Max S. Wehrly
Chairman
National Capital Regional Planning Council
7013 Interior Building
Washington 25, D. C.

Dear Mr. Wehrly:

This Commission has reviewed the "Report on the Proposed Location for a New Headquarters for the Central Intelligence Agency" prepared by the firm of Clarke and Rapuano, in accordance with the fourth paragraph of your letter dated November 17, 1955.

The Upper Montgomery County Planning Commission feels very strongly that Montgomery County and its residents have a vital interest in the Central Intelligence Agency proposal to locate at Langley for the reasons enumerated below, as well as for regional considerations which we hope will be dealt with in the National Capital Regional Planning Council's composite report.

The Clarke-Rapuano Report places great stress on the construction of the Cabin John Bridge and the George Washington Memorial Parkway in Maryland between Key Bridge and Great Falls. While great interest has been generated within recent months in the necessity for constructing both facilities (for reasons other than the suggested CIA site at Langley), nothing has been done to our knowledge to assure the construction of either facility at any specified future date.

Thirty-seven per cent of CIA's employees reside in the Northwest section of the District of Columbia, and eleven per cent reside in the suburban area of Montgomery County. Only the immediate construction of the Cabin John Bridge and the Washington Memorial Parkway would make the Langley site accessible to these two sizable concentrations of the CIA employees.

My Commission would also like to point out that the completion of a bridge at Cabin John presumes the completion of the Virginia portion of the belt road around the District of Columbia, a presumption which is not, to our knowledge, based upon any immediate plans for implementation on the part of either local, state, or Federal jurisdictions.

Montgomery County's interest extends beyond the above particulars, however. It is also concerned with the important question of protecting the Potomac River

Mr. Mel S. Wehrly

- 2 -

November 25, 1950

in the Metropolitan Area north of the District of Columbia and the adjoining land in Virginia and Maryland, so that the river, itself, can continue to serve as a source of water supply and so that the river and the adjoining land in the two states can continue to satisfy the Metropolitan Area's need for open space for recreation. It is the Commission's conclusion that the location of CIA at Langley would effect such a drastic change in the general character of that area as to seriously affect the Potomac's utility for these purposes.

This Commission can appreciate the difficulty which attends the selection of a site which will serve CIA's mission best. It respectfully suggests that, from the point of view of this jurisdiction, the Langley site is not suitable; and that services of the National Capital Regional Planning Council and the National Capital Park and Planning Commission should be extended to assist this Agency in determining the best possible site, a site that will help advance the Regional Council's program for orderly development in the Washington Metropolitan Area, as well as fill the requirements for the Central Intelligence Agency's headquarters building.

Sincerely yours,

/s/ Ulysses Griffith, IV ht
Ulysses Griffith, IV
Chairman
Upper Montgomery County Planning Commission

This letter was transcribed in Mr. Griffith's absence

FALLS CHURCH, VIRGINIA

November 29, 1955

THE OFFICE OF
Planning Engineer

Mr. Max S. Wehrly, Chairman
National Capital Regional Planning Council
7013 Interior Building
Washington 25, D. C.

RE: CIA Location at Langley, Virginia

Dear Sir:

Your letter of November 17, 1955 requesting review of and comments upon the statements of fact contained in Messrs. Clarke and Rapuano's report was received too late to be brought before the City Planning Commission at its November 21 meeting. As, however, the statements of fact as they related to Falls Church dealt with the water supply which is the responsibility of the City Council, your letter was referred to the Council at its meeting on November 22.

As the result of their study and discussion the City Council unanimously passed the attached resolution.

Yours very truly,

/s/ E. H. Grigg, Jr.

E. H. Grigg, Jr.
Planning Engineer

EHG:em
encl. 2
cc: Mr. John H. Graham
Mr. C. E. Furland

RESOLUTION

WHEREAS, the City of Falls Church has given assurance that City water mains would be extended to serve the proposed Central Intelligence Agency building near Langley, Virginia, and

WHEREAS, such assurances have been embodied in a "Report on the Proposed Location for a New Headquarters for the Central Intelligence Agency" prepared by Clarin & Rapuano under date of October 25, 1955 and

WHEREAS, the National Capital Regional Planning Council has asked the City Council to review said report "giving particular attention to the accuracy of statements of fact as they may affect your jurisdiction, relative to major traffic arteries, the availability and adequacy of water supply, problems of sewage disposal, and timing of and responsibility for proposed projects and related factors treated in the report"

NOW, THEREFORE, be it resolved by the Council of the City of Falls Church, Virginia, that the statements of fact concerning water supply in said report are correct and the City does hereby reaffirm its ability and desire to supply water to the site at Langley and, further,

BE IT RESOLVED that the City Council desires to go on record as favoring the construction of the proposed Central Intelligence Agency building at the Langley site.

I, Harry E. Wells, City Clerk, do hereby certify that the above is a true and correct copy of a resolution adopted by the City Council of the City of Falls Church, Virginia, at a regular meeting held on the 28th day of November, 1955.

In witness whereof, I hereunto set my hand and affix the seal of the said city this 29th day of November, 1955.

/s/ Harry E. Wells
City Clerk

Approved For Release 2001/08/31 : CIA-RDP78-04718A002700050010-8

LOUDOUN COUNTY PLANNING COMMISSION

County Office Building
Leesburg, Virginia

December 1, 1955

Mr. Max S. Wehrly, Chairman
National Capital Regional Planning Council
Interior Building
Washington, D. C.

Dear Mr. Wehrly:

It is regretted that it has not been practicable to carry out the request made in your letter of November 17, 1955. To do so would have required, within 10 days, to call special meetings of the Board of Supervisors of Loudoun County and of this Planning Commission, involving a total of eighteen people to study the report in question, of which only one copy apparently was available.

It is my personal opinion, however, that if these bodies had met, as suggested in the fourth paragraph of your letter, no important comment would have been forthcoming because the project at Langley would seem to have relatively little effect upon the major traffic arteries, the water supply and sewage problems of Loudoun County.

I have conferred with a majority of our executive committee and it is their considered opinion that the Langley site is preferred.

Yours very truly,

(Signed) Stanley N. Brown, Chairman

ARLINGTON COUNTY, VIRGINIA
Office of the County Board
Court House
Arlington 1, Virginia

November 28, 1955

Mr. Max Wehrly, Chairman
National Capital Regional Planning Council,
631 North Edison Street
Arlington, Virginia

Dear Sir:

This is in reply to your letter of November 17, 1955, addressed to Mr. George M. Rowsee, Jr., in regard to the proposed location for a new headquarters at Langley for the Central Intelligence Agency.

The County Board in Regular session on November 26, 1955, considered your letter together with the attached report prepared by County officials. After a lengthy discussion, a motion was duly made and carried by a four to one vote that the County Board of Arlington County endorse the Langley site as a desirable location for the Central Intelligence Agency's new headquarters.

In view of the fact that you requested comments from the Board not later than today, I am sending this letter to you by special delivery in the hope that it will reach you in time to be incorporated in the report to be presented to the Council on December 5.

Very truly yours,

(Mrs.) Jeane D. Simmons
Clerk

JS

Enc.

SPECIAL DELIVERY

CC - Mr. A. T. Lundberg
Mr. Frank L. Dieter

November 23, 1955

TO: A. T. Lundberg, County Manager

FROM: Frank L. Dieter, Planning Director

SUBJECT: Central Intelligence Agency - Affects of the Langley and Winkler Tract Sites on Arlington County

This office together with the Department of Public Service have studied the Report on the Proposed Location for a New Headquarters for the Central Intelligence Agency prepared by Clarke and Rapuano, dated October 25, 1955.

SUMMARY:

We find that, insofar as water and sewerage facilities are concerned, neither site will present any problems to Arlington County.

As to traffic, certain serious congestion will occur if State and Federal highway improvements are not timed exactly with the construction of the Agency Headquarters as will be explained.

If the present zoning in the unbuilt portions of the County is maintained, no serious impact will be felt in the County by the construction of this Headquarters.

SITES:

The Winkler Tract site is located in the City of Alexandria on Shirley Highway, about one mile south of Seminary Road. This site is not recommended in the Report.

The Langley site is located on Bureau of Public Roads' land about two miles northwest of Chain Bridge, between State Route 123 and the Potomac River. It is highly recommended in the Report.

WATER:

The Winkler Tract site will be served in Alexandria and will present no water problem to Arlington.

The Langley site will obtain its water through Falls Church facilities which, in turn, gets its supply through Arlington facilities at Chain Bridge. At this time, there is sufficient surplus in the Arlington supply to adequately handle the needs of the CIA. Arlington's long range water plans indicate that the present surplus will be needed by Arlington about the year 1963. By that time, Falls Church will have available its own independent connections and Arlington will have augmented its supply mains. The water supply is sufficient.

SEWERAGE:

The Winkler Tract will require Alexandria facilities with no bearing on Arlington.

The Langley site is to be handled exclusively by Fairfax County with completely treated effluent discharging into Faint Run.

TRAFFIC:

Without the complete basic information available to the writer of the Charke-Rapuan Report, it is assumed here that 6,000 cars will constitute the traffic generated by the Headquarters. These will require facilities for exiting that number during a one-hour period. These will require six lanes on the proposed George Washington Memorial Parkway from Chain Bridge to the site (unbuilt Federal responsibility), widening from two to six lanes on Route 123 from Chain Bridge to Langley (State responsibility), completion of Glebe Road widening from Lee Highway to Chain Bridge (State responsibility), all of which must be done concurrently with the building of the Headquarters.

With the gradual readjustment of place of residences of CIA personnel, it is possible that the County may be required to complete unfinished sections of other major routes in its long range major thoroughfare system plan to supplement Glebe Road. Long range regional planned highway additions in Maryland and Virginia ultimately will clear up these traffic problems. Thirty-one per cent of the CIA employees now reside in Virginia, 15% in Arlington, 8% in Fairfax County, and 8% in Alexandria.

If these improvements in the State and Federal road system are not completed at the right time, then Arlington can expect serious congestion at the north end of the County where all Virginia traffic must merge with all Maryland and District traffic on completely inadequate facilities. This will cause "short-cut traffic" on local streets and possible neighborhood damage.

HOUSING AND COMMERCIAL IMPACT:

A concentration of as many as 10,000 employees will have an impact on surrounding areas. Housing will have to be supplied with consequent commercial facilities. This concentration will bring about secondary employment which will require housing and so on. If Arlington and Fairfax counties can withstand the natural pressures in holding to the high zoning standards which have developed in the area, the impact can be absorbed in Arlington.

/s/ Frank L. Dieter

- 3 -

To: The County Board of Arlington County, Va.

FROM: A. T. Lundberg

The report on the proposed location for a new headquarters for the Central Intelligence Agency prepared in the office of Gilmore D. Clarke and Michael Rapuano, New York City, has been reviewed by the Office of Planning and other departments of the County.

It is our opinion that neither the Winkler site nor the Langley site will affect Arlington County directly. In the case of the Langley site the traffic conditions which may result would be remedied by either State or Federal Action and would not be the responsibility of Arlington County.

/s/ A. T. Lundberg

Approved For Release 2001/08/31 : CIA-RDP78-04718A002700050010-8

LAW OFFICES
A. CLAIBORNE LEIGH

2030 North 16th Street

Arlington, Virginia

Jackson 2-4000

November 21, 1955

Mr. Harland A. Bartholomew
Chairman
National Capital Planning Commission
Washington, D.C.

Dear Mr. Bartholomew:

I understand that the National Capital Planning Commission is considering the suggestion to locate the Central Intelligence Agency in Langley and may make recommendations on this subject in December. I am a recently elected member of the Fairfax County Board of Supervisors from the affected area and consider it may be of value to you for me to express my views now rather than waiting until the time of taking office when the decision by the Commission may already have been made.

Without meaning either to encourage or discourage the proposed location at Langley, let me make it clear that my chief concern on this subject is the maintenance of strict zoning for the area. Protection of the rural-residential quality of Langley is paramount in the minds of my constituents and myself. Upon taking office I will feel free to reexamine the advisability of the suggested site to determine to my own satisfaction whether the impact of this installation will or will not jeopardize the Master Plan for future development of the area.

Very truly yours,

/s/ A. Claiborne Leigh

.....
A. Claiborne Leigh
Supervisor-elect, Dranesville
District, Fairfax County.

ADDRESS REPLY TO:
DISTRICT ENGINEER
WASHINGTON DISTRICT
CORPS OF ENGINEERS, US ARMY
FIRST AND DOUGLAS STS. N.W.
WASHINGTON 25, D.C.

CORPS OF ENGINEERS, U.S. ARMY
OFFICE OF THE DISTRICT ENGINEER
WASHINGTON DISTRICT
FIRST AND DOUGLAS STREETS, N. W.
WASHINGTON 25, D.C.

Refer to File No. 600.9 Wash. Aque. (NAWVE)

23 November 1955

Mr. Max S. Wehrly, Chairman
National Capital Regional Planning Council
7013 Interior Building
Washington 25, D. C.

Dear Mr. Wehrly:

In response to your letter of November 18, I am inclosing two copies of the letter of 10 August 1955 which I addressed to Mr. Harland Bartholomew concerning the site at Langley, Virginia under consideration by the Central Intelligence Agency. You will note that this office is not concerned about surface runoff. In consideration of the character of the installation and the development that would probably follow it, we believe that any pollutionable material that might be carried to the river from the surface would be insignificant.

Prior to writing the 10 August letter, I was informed by Mr. Chandler, of C. I. A., that the agency had assurances from Fairfax County officials that its sewage effluent would be discharged into Pimmit Run and that the Fairfax County officials in turn had assurances from the Virginia Water Control Board of necessary clearances from that agency. Where it is believed that a significant amount of residential and commercial development will grow up around a new installation, we consider it necessary that precautions be taken with respect to this type of development equal to those taken with respect to the installation.

I appreciate very much your making a copy of the consultant's report on the Langley site available. We will look this over promptly and return it to you without delay.

Sincerely yours,

/s/ Ray Adams

1 Incl (dup)
Letter dated 10 August 1955

RAY ADAMS
Colonel, Corps of Engineers
District Engineer